

raised by one of the foremost authorities in flight controls, I feel the only completely satisfactory argument will be actual data on the points in question. An investigation to provide such data is in the planning stages and I respectfully request a moratorium until these results are available.

References

- ¹ A'Harrah, R. C., "Low-altitude, high-speed handling and riding qualities," J. Aircraft 1, 32-40 (1964).
- ² Ashkenas, I. L., Jex, H. R., and McRuer, D. T., "Pilot-induced oscillations: their cause and analysis," Northrop Corp., Norair Div., Rept. NOR 64-143 (June 20, 1964); also Systems Technology, Inc., Rept. TR-239-2 (June 20, 1964).
- ³ Ashkenas, I. L., "Further comment on 'Low-Altitude, high-speed handling and riding qualities,'" J. Aircraft 1, 377 (1964).
- ⁴ Soliday, S. M. and Schohan, B., "A simulator investigation of pilot performance during extended period of low-altitude, high-speed flight," NASA CR-63 (June 1964).
- ⁵ A'Harrah, R. C., "Reply by author to I. L. Ashkenas," J. Aircraft 1, 223-224 (1964).
- ⁶ Ashkenas, I. L., "Comment on 'Low-altitude, high-speed handling and riding qualities,'" J. Aircraft 1, 222-223 (1964).
- ⁷ Richardson, J. D. and A'Harrah, R. C., "The application of flight simulators to the development of the A-5A Vigilante," J. Aircraft 1, 171-177 (1964).

Erratum: "Some Opportunities for Progress in Aircraft Performance"

GEORGE S. SCHAIRER*

The Boeing Company, Seattle, Wash.

[J. Aircraft 1, 49-70 (1964)]

REFERENCE 43 of the above article should read as follows: Smelt, R. and Davies, H., "Estimation of the increase in lift due to slipstream," Aeronautical Research Committee, Reports and Memoranda 1788 (1937).

Received October 26, 1964.

* Vice-President, Research and Development. Fellow Member AIAA.

Erratum: "Sample Estimates of B-66B Low-Level, Clear-Air Gust Field Parameters"

K. D. SAUNDERS*

Douglas Aircraft Company, Long Beach, Calif.

[J. Aircraft 1, 218-219 (1964)]

REFERRING to Fig. 1 of the above engineering note, the cumulative distribution noted as Ref. 3 source, $P_1 = 1$, $b_1 = 3.9$, is plotted incorrectly, giving the false indication that it is conservative compared to the B-66B cumulative distribution for extremal lateral gusts. Figure 1 is presented here with the subject distribution replotted.

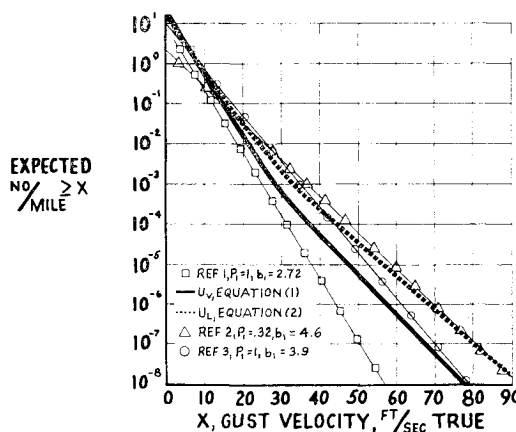


Fig. 1 Low-level, clear-air turbulence cumulative distributions.

Received October 15, 1964.

* Structural Dynamics Group Leader, Design Specialist, Aircraft Division.

MOVING?

The post office WILL NOT forward this publication unless you pay additional postage. SO PLEASE . . . at least 30 days before you move, send us your new address, including the postal zone or ZIP code. Your old address label will assist the Institute in correcting your stencil and insuring that you will receive future copies of this publication.

RETURN TO:

AIAA—1290 Avenue of the Americas
New York, N. Y. 10019

Place old address label here and print your new address below.

Name.....

Address.....

City..... Zone.....

State.....